City of Lafayette
Staff Report
Design Review Commission

Meeting Date: April 28, 2025

Staff: Anna Tolle, Assistant Planner

Subject: **DR15-20CC Terraces of Lafayette, APO zoning:** Minor design changes for the Terraces of Lafayette, including 1) removal of a switchback pedestrian access path from Pleasant Hill Rd, 2) the addition of 33 carports for a total of 361 carports, and 3) final electric vehicle (EV) charging plans at 3233 Deer Hill Rd, APN 232-150-027.

SUMMARY

The developer of the Terraces of Lafayette, O'Brien Land Company, is requesting approval of minor changes to plans, including the removal of pedestrian connections and updates to the final parking and EV charging plan. This report includes an analysis of each item and a recommendation to approve.

Recommendation: Adopt Resolution 2025-07, approving the changes as proposed, subject to conditions. The resolution and findings for approval are included with this report as Attachment 1. The conditions of approval and Mitigation Monitoring & Reporting Program (MMRP) for L03-11 (the original project) remain in full effect and are incorporated into the approval resolution by reference.

PROJECT OVERVIEW

Background information on the Terraces of Lafayette can be found on the City website, including a summary of the project history dating back to 2011, meeting minutes and recordings, and environmental documents.

The Terraces site is located at 3233 Deer Hill Rd, adjacent to the Pleasant Hill Road exit from CA State Highway 24. The project comprises 14 multi-unit residential buildings, amenity buildings including a clubhouse and fitness center, and a central courtyard with a pool. The project will contain 315 residential units, including 63 below-market-rate units affordable to households making up to 80% of the area median income (AMI), and 504 car parking spaces.

The Design Review Commission approved the final design for the Terraces in 2021. Construction documents for the project were submitted in June 2024 and remain under review by the Lafayette Planning Department, the Lafayette Engineering Department, and the County Building Department. The site has undergone tree removals as approved for the project and the developer expects to begin mass grading on the site in 2025.

ANALYSIS

The project developer is requesting approval of three changes to the design of the site: removal of the switchback pedestrian trail from Pleasant Hill Rd, addition of 33 carports dispersed throughout the site, and final plans for EV charging locations.

Pathway Removal

The applicant submitted a memo prepared by KTGY Architecture and Planning (Attachment 2.b.) which describes the challenging topography and steep terrain of the site that resulted in the initial design to construct a series of switchbacks and retaining walls to provide accessible pedestrian access from Pleasant Hill Rd, plus a smaller access path from Deer Hill Rd. This memo also cites applicable provisions in the California Building Code (CBC) that exempt a project from providing an accessible pedestrian route when unusual site conditions are present, including steep terrain. The project developers were initially unaware of this provision, believing that an accessible pathway was mandatory. However, the project is eligible for an exception to the CBC and therefore, the developer proposes to remove the pathway altogether.

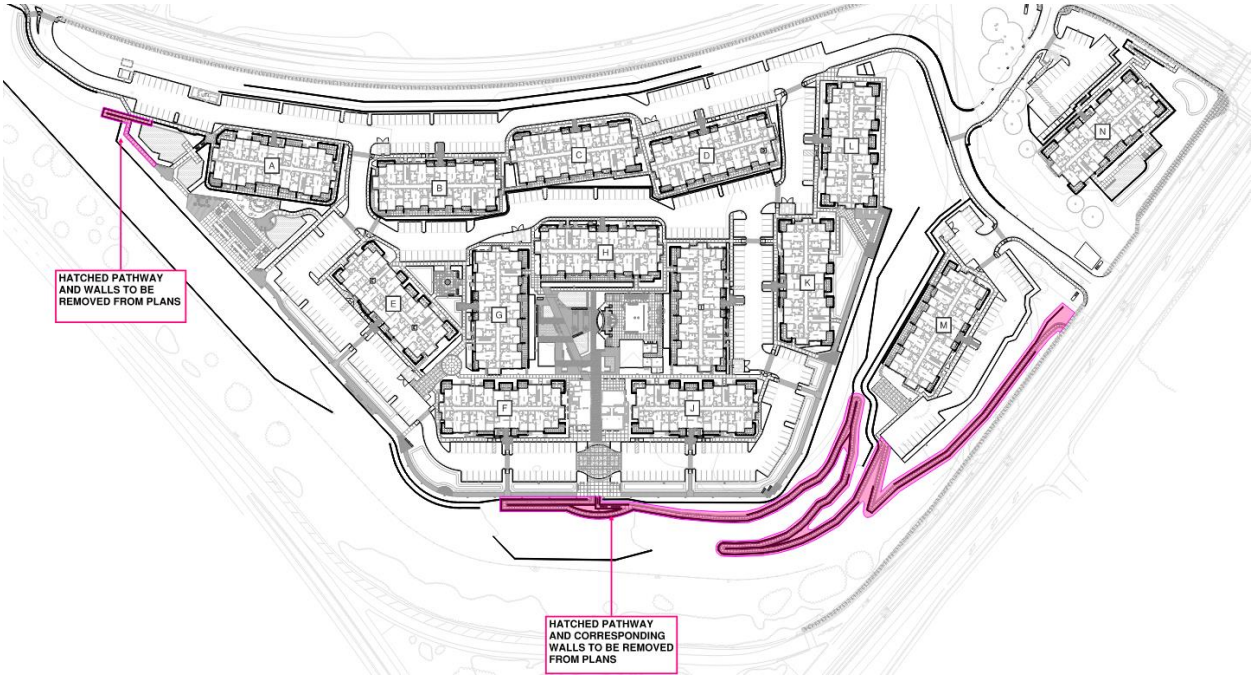

Figure 1. Pathway and walls shown for removal in pink.

Removal of the path from plans will result in fewer visual impacts due to a reduction in the number of tall retaining walls that would be needed for its construction. The site will retain more natural slope and will see fewer physical impacts from construction and grading. The dog run area will be enlarged with additional planting and seating areas. Finally, the site still will contain accessible routes from all residential buildings to the common areas consistent with CBC requirements.

Carports

The Terraces was approved with a total of 504 vehicle parking spaces – 315 covered and 189 open. Subsequently, the number of carports grew to 328, with 176 uncovered spaces (no increase to the total

number of parking spaces). To improve marketability to future residents, the applicant is proposing 33 additional carports to be built over existing parking spaces and clustered throughout the development, with no net increase in the total number of parking spaces. Attachment 2.g. shows a parking plan with the locations of existing carports and open parking spaces as well as the proposed carports. The applicant provided a site section (Attachment 2.c.) demonstrating that the carports just uphill from Pleasant Hill Road will not result in additional visual impacts given future retaining walls and landscape screening, which includes Coast live oaks, Valley oaks, Arroyo willows, and other trees.

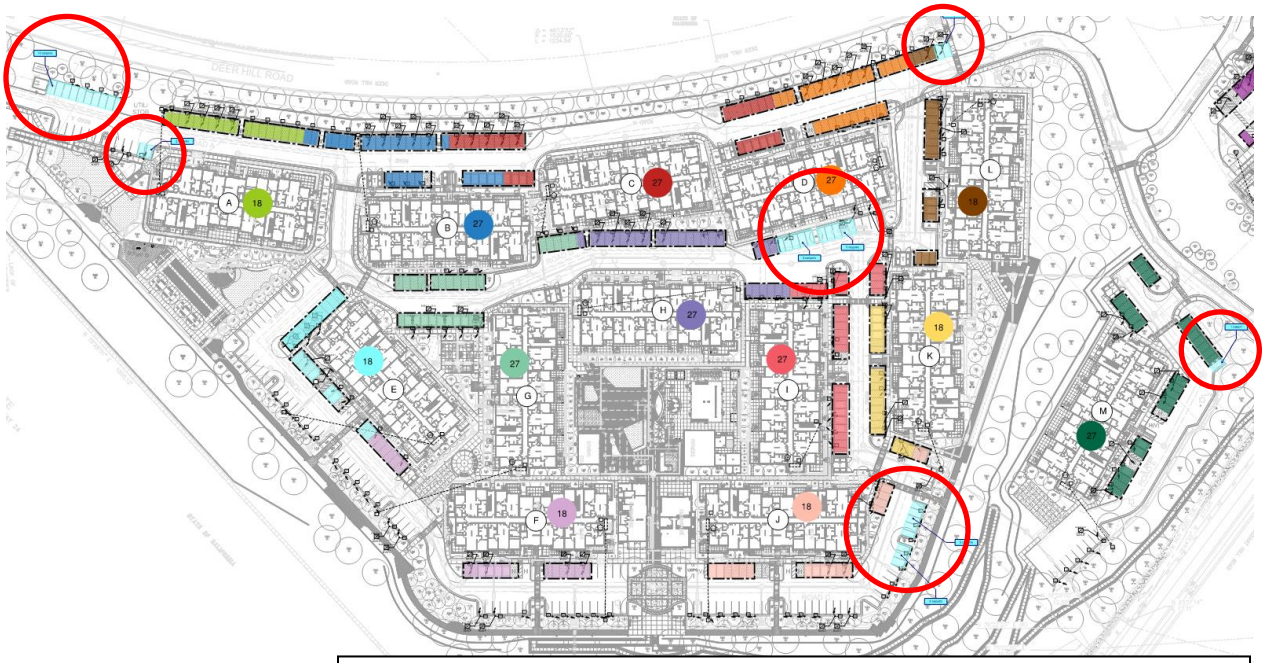

Figure 2. Assigned carports are outlined in bold dashed line and correspond to a colored dot on each residential building. New carports are circled.

EV Charging

Attachment 2.g. also contains final plans for electric vehicle (EV) charging infrastructure on the site. Conditions of approval require the developer to install EV charging stations at 56 parking spaces, with at least 80% of the remaining parking (404 spaces) having conduit installed for future EV chargers. The applicant has opted to go beyond the requirement for *installed chargers* with the following EV infrastructure to be installed throughout the site:

- Install 26 Level 2 (40 amp) rapid chargers for guest parking spaces
- Install 126 Level 1 (20 amp) lower-power chargers for assigned resident spaces
- Install conduit or similar "backbone" infrastructure to serve 252 parking spaces for *future* installation of EV chargers

This brings the overall total to 404 parking spaces (80% of total parking) to be served by EV charging infrastructure, with 152 physical EV chargers installed and the remaining 252 being EV-capable. Staff finds this change to be aligned with the intent of the original condition of approval, and in fact goes above and beyond the requirement for the number of operational charging stations.

FINDINGS

Prior to approving the change of conditions to the Design Review permit, the DRC must make the applicable findings for Design Review. The project remains substantially consistent with the original entitlement and staff finds that the proposed changes do not change the ability to make all findings for approval. These findings are included as Attachment 1 – Resolution 2025-07.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) for the project was certified in 2013 and an addendum was adopted in 2020 as part of the original Terraces approval, which provided a full environmental analysis and resulted in adopted project mitigations. The current proposal will not result in additional impacts beyond what has been previously analyzed. The project has an adopted Mitigation Monitoring and Reporting Program (MMRP) and 54 conditions of approval with which it must comply.

REFERRAL AGENCY COMMENTS

In considering the proposed changes, Planning staff consulted with the City Engineer, the City Transportation Program Manager, and the County Building Department. There were no issues raised by these parties regarding the pathway removal, carport additions, or EV charging plans.

PUBLIC NOTICE & COMMENT

A notice of this item was mailed to all property owners within 500' of the project site (totaling 36 recipients) and copies of the notice were posted in the vicinity at least 10 days prior to this public hearing.

No public comments were received as of this report's publication.

RECOMMENDATION

Adopt Resolution 2025-07, approving the changes as proposed, subject to conditions.

ATTACHMENTS

1. DRC Resolution 2025-07 (Draft)
2. Applicant-submitted materials
    a. Cover Sheet
    b. Memo and analysis by KTGY
    c. Plans showing removed ped. connections & retaining walls, by Gates & Associates
    d. Plans showing remaining accessible routes, by KTGY
    e. Slope exhibit, by BKF
    f. Renderings, by Gates & Associates
    g. Parking plans showing new carports and EV charging, by Candela Engineering

RESOLUTION 2025-07

BEFORE THE DESIGN REVIEW COMMISSION OF THE CITY OF LAFAYETTE
APPROVING THE MATTER OF:

DR15-20CC Terraces of Lafayette, APO zoning: Minor design changes for the Terraces of Lafayette, including 1) removal of a switchback pedestrian access path from Pleasant Hill Rd, 2) the addition of 33 carports for a total of 361 carports, and 3) final electric vehicle (EV) charging plans at 3233 Deer Hill Rd, APN 232-150-027.

WHEREAS, On August 25, 2020 the City Council adopted Resolution 2020-33 which 1) found the Addendum to the certified EIR adequate under CEQA, 2) adopted a Statement of Overriding Considerations, 3) adopted a Mitigation Monitoring and Reporting Program, and 4) approved L03-11 the Terraces of Lafayette project, described above, subject to 54 conditions of approval.

WHEREAS, On November 13, 2020 O'Brien Land Co., Inc. submitted an application for design review pursuant to condition of approval #27.

WHEREAS, On December 16, 2020, January 27, 2021, and March 10, 2021, the application was considered by the Design Review Commission at duly noticed public hearings. The Commission provided the applicant with comments and direction at each meeting.

WHEREAS, On March 10, 2021, the Design Review Commission, following notification to the public in the prescribed manner, conducted a public hearing, where it received written and oral testimony including a written staff report. The Commission adopted Resolution 2021-04 approving the project subject to conditions.

WHEREAS, On March 13, 2025, O'Brien Land Co., Inc submitted the subject application for a change of conditions to the approved Design Review permit as described above.

WHEREAS, On April 28, 2025, the Design Review Commission, following notification to the public in the prescribed manner, conducted a public hearing, where it received written and oral testimony including a written staff report. The Commission adopted Resolution 2025-07, approving the project.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. All the facts contained in the staff report of April 28, 2025 are hereby adopted as the Commission's own findings of fact and incorporated into this resolution by reference.

2. The required findings for the requested approval of the Design Review permit have been evaluated by the Commission as follows:

Design Review.
Lafayette Municipal Code §6-275 establishes the criteria which the hearing body shall consider to grant approval of a design review permit.

A. The approval of the plan is in the best interest of the public health, safety, and general welfare;

An EIR has been certified and an Addendum has been prepared and adopted and this analysis does not find any significant and unavoidable health and safety impacts on the environment or the community. The Project will provide quality residential housing within proximity to the freeway system, public transportation, jobs, and the downtown commercial corridor. It will increase the City's housing stock, providing homes of various sizes suitable for a range of household types and economic levels, including 63 units that will be affordable to lower income households. The Project is required to obtain approval from agencies including the Contra Costa County Building Inspection Department and Contra Costa County Fire Protection District to ensure conformance with all applicable building and fire codes. The Project will improve operations of the intersection of Pleasant Hill Road and Deer Hill Road through the construction of a trap lane, formalized right turn lane, bike lane and multi-purpose pathway. The installation of signal preemption devices, as required by mitigation measures TRAF-2 and TRAF-5, will improve emergency vehicle response times. In addition, student safety will be improved through the addition of a new drop-off zone.

B. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, height, walls, fences, public safety, and similar elements have been designed to provide a desirable environment for the development;

The design orients eight buildings around the central community clubhouse on the core terrace, four on a higher terrace closer to Deer Hill Rd., and two on minor terraces at a lower elevation near Pleasant Hill Rd. The development provides functional and safe circulation both internally and externally, parking throughout the site, as well as ample open space with landscaping to provide a desirable environment for the residents and community. Internal to the Project there is a consistent character and desirable environment for future tenants. When viewed from off-site, the Project will entail extensive grading, padding and engineered slopes taking the topography of the site further from its natural contours.

As originally designed, the 3-story buildings situated at the top-of-slope would be highly visible from SR-24, a scenic highway. The developer proposed, and the City Council endorsed, swapping the locations of the 2-story and 3-story buildings to reduce the off-site visibility of the buildings. This relocates the taller buildings away from the most visible portions of the site when viewed from well-traveled thoroughfares like Mt. Diablo Boulevard and Highway 24. The City Council also endorsed moving the parking to the

periphery of the site; this reduces the visibility of the buildings by pushing them back further from the top-of-slope, and steps up the structures from carports, to 2-story, to 3-story buildings. These refinements materially reduce the visual impacts of the project

C. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to ensure the compatibility of this development with its design concept and the character of adjacent buildings; and

The site design incorporates a village concept oriented around a central community clubhouse. As buildings move away from the core, the formality decreases as the slopes increase. All buildings comply with prescribed height limits under the original site plan submitted in 2011. Consistent with Condition of Approval 27 approved by the City Council, by a letter submitted by its attorney on July 27, 2020, the applicant submitted a proposed site plan modification to exchange locations of several of the project's 2- and 3-story buildings and requested an incentive or concession and/or waiver of development standards (specifically, height restrictions applicable within the APO zoning district) under the Density Bonus Law (Government Code Sections 65915-65918), which the City Council approved.

The overall building forms are simple and are modulated vertically and horizontally with windows fenestration, materiality, and articulation of planes. The original light earth toned color palette has been darkened significantly for the buildings to recede into the surrounding landscape. Site lighting is low-level illumination and exterior lighting will be shielded (downward facing) to minimize light spill, glare and reflection and maintain 'dark skies.' The development also includes photovoltaic panels to generate electricity and meet the Leadership in Energy and Environmental design (LEED) silver or better rating to reduce energy and water consumption. The Project is not viewed within a greater context of buildings like a typical commercial or multifamily project.

The site is bounded on all sides by roads and is distant from nearby structures; compatibly with the character of adjacent buildings is not relevant here. The Project is designed with a consistent style throughout which draws from that developed for the Homes at Deer Hill single-family project. Staff characterizes the style as contemporary with Craftsman influences. The design now effectively breaks up the massing of the buildings through articulation of planes, roof lines, and materiality. The color scheme is predominately middle earth tone colors with dark windows. This palette results in the buildings receding from off-site vantage points and not contrasting with the natural hillside colors serving as the backdrop to the project.

D. General landscape considerations, including the location, type, size, color, texture and coverage of plant materials, provisions for irrigation, maintenance and protection of landscaped areas and similar elements have been considered to ensure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.

The Project landscape acknowledges the indigenous oak woodland environment as well as open space/recreational program requirements. The perimeter, graded slopes between the building terraces, and other key internal open spaces will be heavily planted with native species common to the Coast Live Oak woodland which is found throughout Lafayette and Contra Costa County. The woodland will be dominated by Coast Live Oak, together with California Buckeye, Pacific Madrone, and other oak-compatible species. Many of these can be viewed and will be preserved within the portion of the existing creek swale near the property's northeasterly area.

The landscape plans, prepared by David Gates & Associates, utilize a predominantly native and largely evergreen palette for perimeter planting around the site. Natives like the Coast Live Oak and Valley Oak are supplemented with non-natives like Japanese Blueberry Tree and Sawleaf Zelkova. Internal to the site the planting palette is less native/more decorative including Chinese Pistache and Japanese Maple. Plants that tolerate moister conditions, like the Arroyo Willow, are massed around the stormwater bio-infiltration planters. The plant palette is appropriate to the site conditions and the planting plan shows masses of trees where they will be most effective at screening the project from off-site.

Transitional landscaping will blend the natural oak woodland plantings with specific placement of additional California and Mediterranean natives to help screen the buildings. Focal landscape patterns reinforce important site plan features such as project entries, interior circulation points, and the recreation area complex. Large native canopy trees soften garages and carports. Dwarf fescue turf is used judiciously and only as a recreational surface comprising a very small percentage of the total landscape area. Open space amenities include the main Recreation Complex area, an active outdoor main area, and trails through the proposed Oak-studded grassland, with opportunities for active and passive recreation.

The general landscape maintenance requirements are confined primarily to the site amenity areas with less regular garden maintenance for the transitional planting areas consisting mainly of low water using natives. The oak woodland which constitutes the majority of the landscaping will evolve and require little regular maintenance.

3. Based on the above findings, the Design Review Commission hereby approves the request for approval of DR15-20CC for the removal of pedestrian connections, additional carports, and final EV charging plans, subject to the conditions outlined in Exhibit "A".
4. This resolution becomes effective upon its adoption.

PASSED AND ADOPTED by the Design Review Commission of the City of Lafayette at a regular meeting held on the 28th of April, 2025 by the following vote to wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

APPROVED:

_____
Glenn Cass,
Design Review Commission Chair

ATTEST:

_____
Greg Wolff,
Planning & Building Services Director

ATTACHMENT(S):
Exhibit “A” – Conditions of Approval

O'Brien Land Company, LLC

March 20, 2025

Greg Wolff, Planning Director
City of Lafayette
3675 Mt. Diablo Blvd., Suite 210
Lafayette, CA 94549

Re: Terraces of Lafayette

Dear Greg:

We are requesting approval from the City on the following:

1) Elimination of certain pedestrian pathways as described in the following documents: https://www.dropbox.com/scl/fo/ghckm71prifriznwpenb2/ACW0xM9l4dt57tUgbX8u3L0?rlkey=ttron8k0upcbqvfx2f29d33jt&st=algyfqhh&dl=0

2) Placement of carports throughout the site, as provided in the document entitled "EVCS Exhibit – Final Overall 3.10.25". The carport locations were carefully located by our design team to minimize visual impacts to the building entrances and to the views (from onsite and offsite) as much as possible.

Please let us know if you have any questions.

Thank you,

Dennis O'Brien

Dennis O'Brien
President

c: Anna Tolle, Assistant Planner
Caryn Kali

MEMORANDUM

TERRACES OF LAFAYETTE

REMOVAL OF CERTAIN ON-SITE PEDESTRIAN CONNECTIONS

Background:

The pathway going from buildings N and M to the clubhouse common area is a circuitous switchback path bounded by tall retaining walls, some of which are 15 feet high.

As we process the final plans through the City and other jurisdictions, we are also obtaining cost estimates. We have found that the structural requirements cause the pathway to be very expensive. The pathway also interferes with the landscape and irrigation plans, especially the growth of the large specimen trees on the slopes.

When the site development plans were originally submitted to and approved by the City, there was the belief that we needed to provide an accessible pathway from those two lower residential buildings (N and M) to the upper common amenity areas.

The accessible pathway from buildings N and M is located along the slope facing Pleasant Hill Road (PHR) and Hwy 24. Due to the elevation differential of 95 feet between PHR and the common area, the connection is over 1,900 feet (0.4 miles) long. In order to accommodate this length, the path and resultant switchbacks were located on the perimeter of the property, facing PHR and Hwy 24. To construct the path and switchbacks, retaining walls of up to 15 feet tall are required. The footings for the walls are extensive and, in some locations, interconnected with other walls.

Our consultants were unaware of a ruling that exempts a project from the requirement to include an accessible connection between the buildings when the topography makes such a pathway infeasible.

Site Analysis and Building Code:

Please refer to memorandum and exhibits from KTGY dated 3/12/25.

Advantages of removal of pedestrian connections:

- The accessible route from Buildings N and M results in significant visual impacts along the perimeter of the site. The switchback pathway and resultant high retaining walls are located on the most visible part of the property.
- In lieu of the retaining walls along the switchback, we would add additional plantings for an enhanced visual appearance.
- The accessible route will impact tree screen viability. The extensive and sometimes interconnected retaining wall footings may become a barrier to tree root growth. According to the project's landscape architect, the walls as designed will restrict the proposed oak tree plantings. The top layers of oak tree plantings are crucial to provide screenings to the building and provide shade along the promenade.
- The accessible route will likely require a significant amount of owner resources to maintain the safety and security of the pathway. Given the project's location near the high school, it is anticipated that students will find the pathway very attractive for skateboarding, hanging out, and general mischief.
- It is difficult to imagine that the accessible route will provide functional and desirable access to those it is intended for. Given the length and elevation change, it is easy to imagine that a person in a wheelchair (along with many who are ambulatory) will use a vehicle to access the common areas from Buildings M and N.
- If the accessible route was removed, there would still be two pedestrian routes from Buildings M and N to the common areas (along the main project driveway and along Deer Hill Road), which are more direct and will be the preferred route for most ambulatory pedestrians.

Conclusion and request:

The original site design made technical sense, but it is impractical for financial, aesthetic, and usability reasons. The structural requirements of the pathways and associated retaining walls are very expensive and interfere with landscape plans. Aesthetically, landscaping in lieu of retaining walls would be much more desirable. The accessible pathways would likely rarely, if ever, be used for the intended purpose. The large switchback brings up safety and security concerns.

Because of the site topography, the accessible route is not required by California Building Code.

As per the project's Conditions of Approval #4, we are requesting approval of a change from the Planning & Building Department to eliminate the pathways outlined in red on the attached.

Site Analysis Report

Project Name: Terraces of Lafayette
Prepared By: KTGY
Date: 3/12/25

Purpose of the Analysis

This site analysis is prepared to evaluate *Terraces of Lafayette*'s accessibility in compliance with the 2022 California Building Code (CBC), Chapter 11A, and to determine the feasibility of providing accessible routes to all buildings and shared facilities, specifically the amenity areas consisting of the pool, club, and fitness. The analysis addresses the site's natural topography and any conditions that may exempt certain areas from accessibility requirements.

Additionally, this report references **CBC Section 1110A.1**, which includes a note stating that when accessibility to certain areas is impractical due to existing topographic conditions, compliance can be achieved through alternative means such as vehicular access.

Site Overview

Project Scope:

The site comprises **14 residential buildings**, each with its own accessible entrance. 12 residential buildings have an accessible path to the amenities, while two are at lower elevations. All residential units connect to an accessible route, but steep terrain prevents a pedestrian connection to the shared amenities for 2 of the 14 residential buildings.

Topographic Conditions:

A detailed topographic survey was conducted, showing **steep terrain throughout the site**. Elevation differences between the residential buildings and the shared amenities area are significant, creating challenges for providing an accessible route.

Analysis of Accessibility Requirements

Accessible Route Between Residential Buildings and Shared Amenities:

The shared amenities area is located on the same level (or on an accessible route) as 12 of the residential buildings and is connected to the remaining buildings by a steep slope.

Topography Details:

- A detailed topographic survey conducted with **2-foot contour intervals** confirms the site's steep slopes.
- The **natural grade slope** between the nearest residential buildings (not located on the amenity level) and the shared amenities area **exceeds 10%**.
- The **finished grade slope** along direct routes **exceeds 8.33%**, which is the maximum allowable slope for an accessible path.
- **Elevation change:** 66 feet.

Applicable CBC and FHADM Provisions:

1. **CBC Section 1150A.1** - This section provides an exception for sites with unusual characteristics, including extreme elevation changes (exceeding 30 inches in elevation change over a horizontal distance of 50 feet) qualifies it for an exception under the Unusual Characteristics Test in CBC Section 1150A.1 Since constructing an accessible pedestrian route would require excessive land disturbance and grading, this exemption applies.
2. **CBC Section 1110A.1 (Note)** - This note acknowledges that in cases where full accessibility is impractical due to site constraints, alternative access (such as vehicular accommodations) can be provided. This supports the inclusion of accessible parking spaces at the amenities.
3. **FHADM Comparison** - The Fair Housing Act Design Manual (FHADM) is also referenced in this analysis. Its provisions align with CBC in allowing exceptions when topographic constraints make full compliance infeasible.

Alternative Compliance Measures

To ensure accessibility despite the site constraints, the following measures are implemented:

- **Accessible parking spaces** are provided at the shared amenities area to accommodate users arriving by vehicle, in accordance with **CBC 1110A.1**.
- The **accessible route** from these parking spaces to the amenity entrances meets CBC slope and path requirements.
- A site plan is attached showing:

- Locations of **accessible routes**
- Areas where **exceptions apply**
- Designated **accessible parking** areas

Supporting Documentation

- **Slope Analysis:** Existing Slope Analysis
- **Annotated Site Plan:** Illustrating accessibility routes and exception areas

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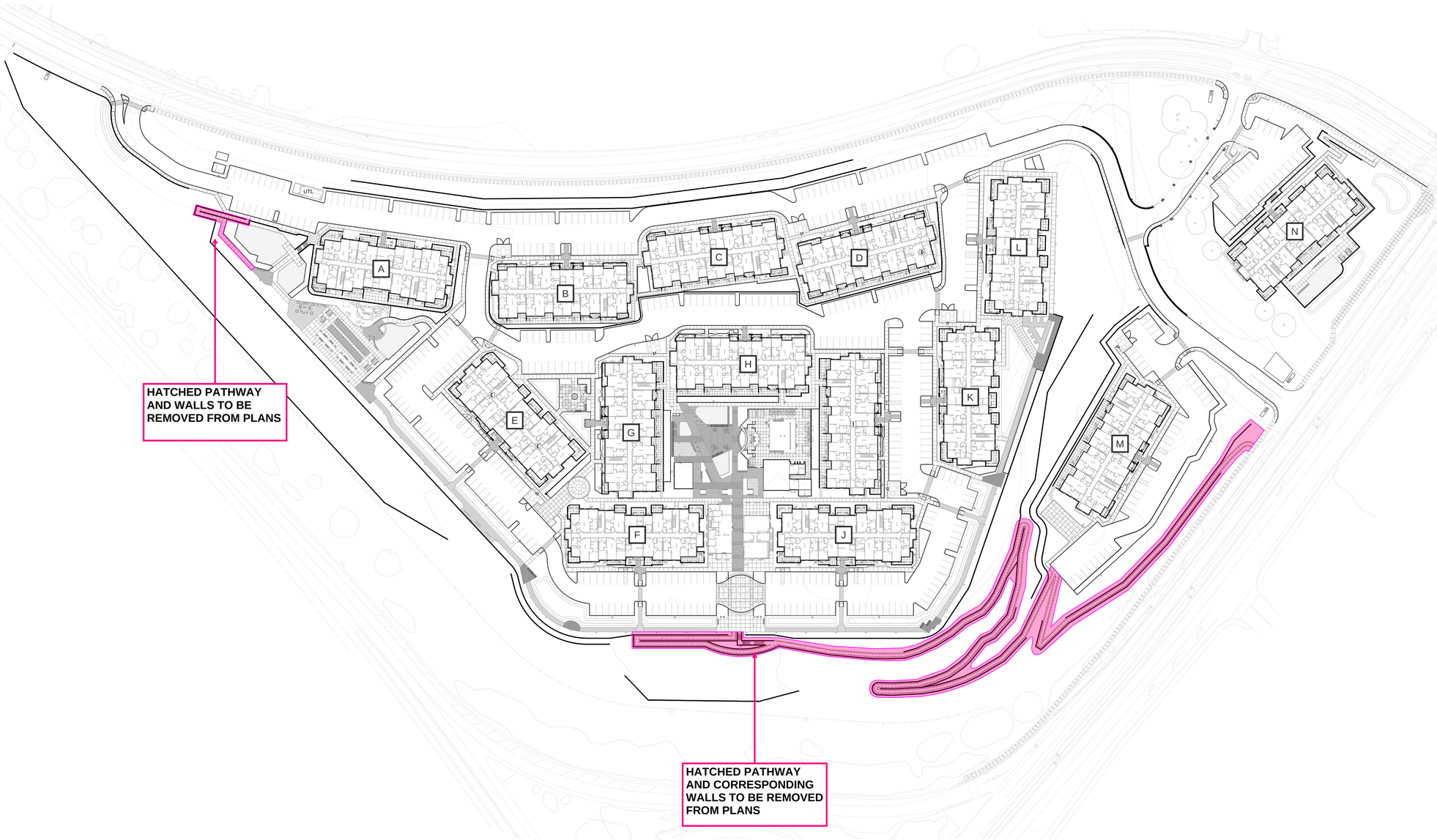
Conclusion

Based on the analysis of site conditions and compliance with the 2022 CBC, it is impractical to provide an accessible pedestrian route to the pool and fitness room due to **steep natural slopes and significant elevation changes**. However, alternative compliance measures, including **accessible parking and vehicle access**, ensure that residents with disabilities can still access the amenities.

This analysis references **CBC Section 1110A.1 (Note)** and **FHADM guidance** to support the proposed alternative access solution. We request that this analysis and the proposed measures be accepted as meeting the intent of the CBC.

Zacary Miles, AIA
Date: 3/12/25

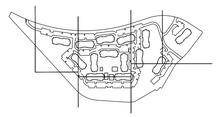
Attachment 2.c.



GATES
+ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www.dgates.com

TERRACES OF LAFAYETTE

STREET ADDRESS
LAFAYETTE
CA



ISSUE:	DESCRIPTION:	DATE:
	PERMIT SUBMITTAL	05/15/2024
A	PERMIT RESUBMITTAL	08/15/2024
B	PERMIT RESUBMITTAL TO CCC	02/05/2025

REGISTERED LANDSCAPE ARCHITECT
CHRIS CHOE No. 5511
STATE OF CALIFORNIA
6/30/2026
Renewal Date
2/5/2025
Date
L.A.

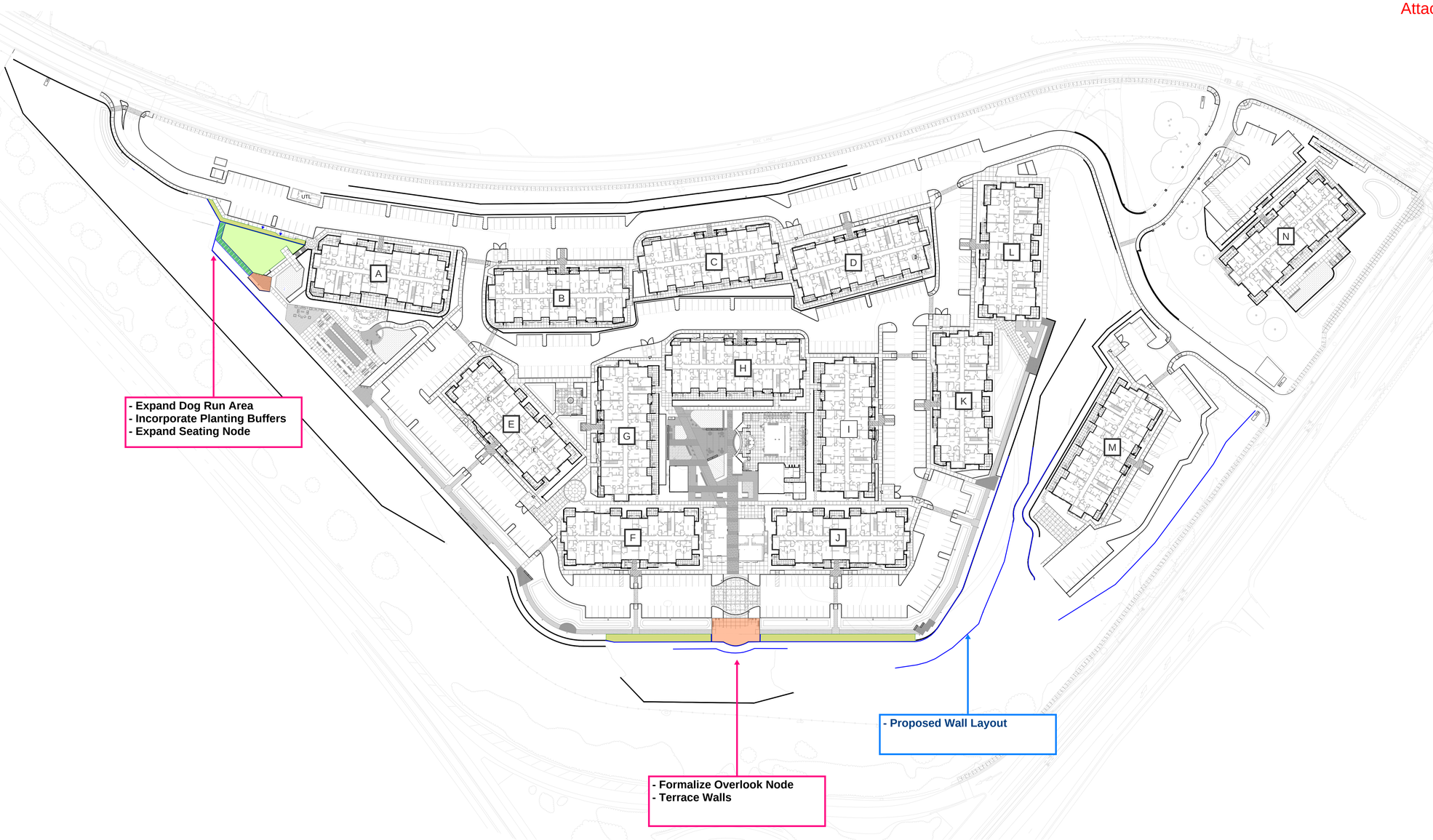
PROJECT NUMBER:	P6179
DRAWN:	MF, TZ
CHECK:	KC
DATE:	02/052025
SCALE:	1"=60'-0"

0 30' 60' 120'
0" ½" 1" 2"

WALL LAYOUT
OVERALL

2025-02-05_PERMIT RESUBMITTAL TO CCC

Attachment 2.c.



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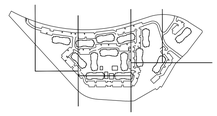


ISSUE:	DESCRIPTION:	DATE:
	PERMIT SUBMITTAL	05/15/2024
A	PERMIT RESUBMITTAL	08/15/2024
B	PERMIT RESUBMITTAL TO CCC	02/05/2025

REGISTERED LANDSCAPE ARCHITECT
CHRIS KOBE No. 5857
6/30/2026
2/5/2025
STATE OF CALIFORNIA

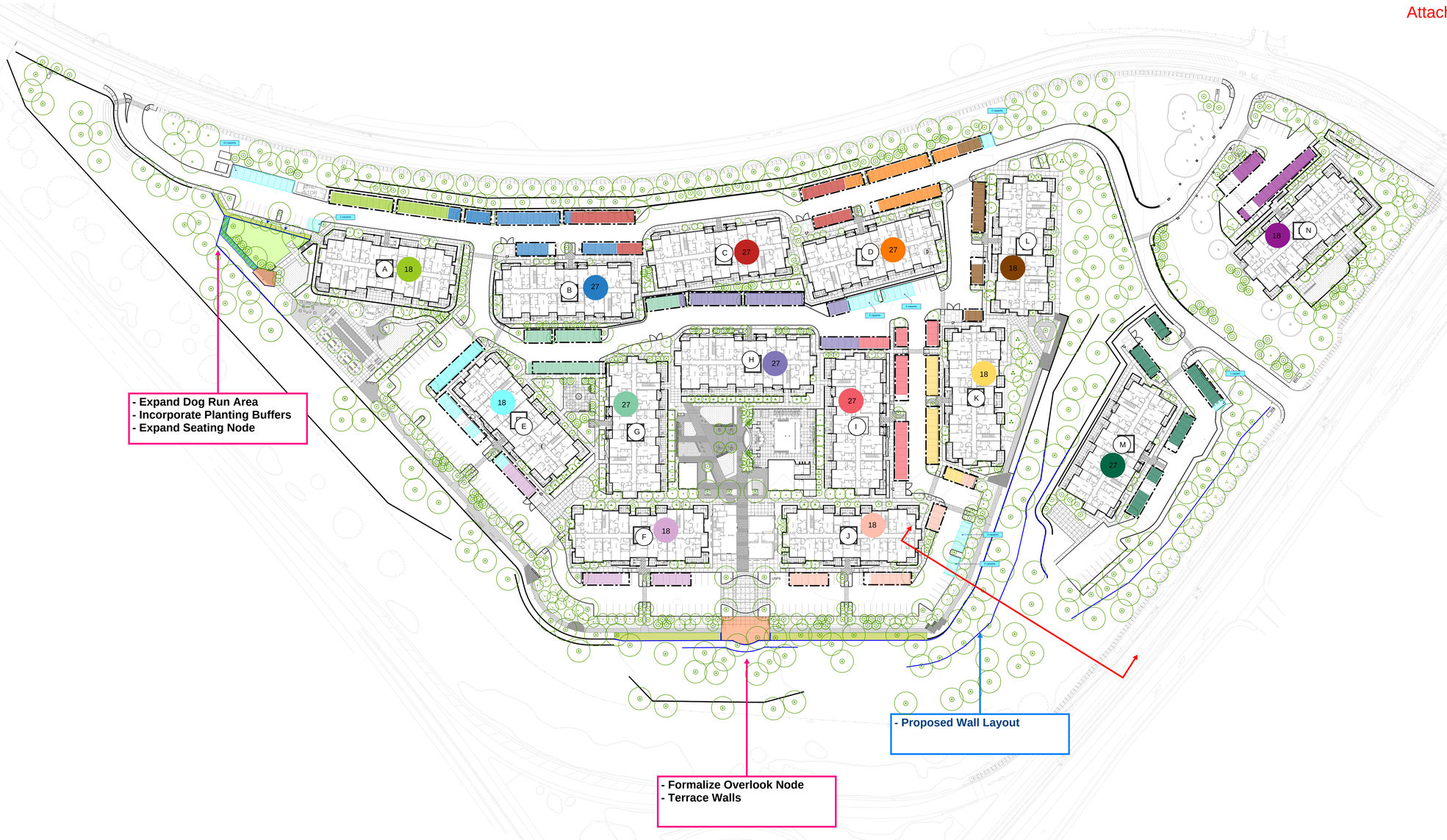
PROJECT NUMBER:	P6179
DRAWN:	MF, TZ
CHECK:	KC
DATE:	02/052025
SCALE:	1"=60'-0"

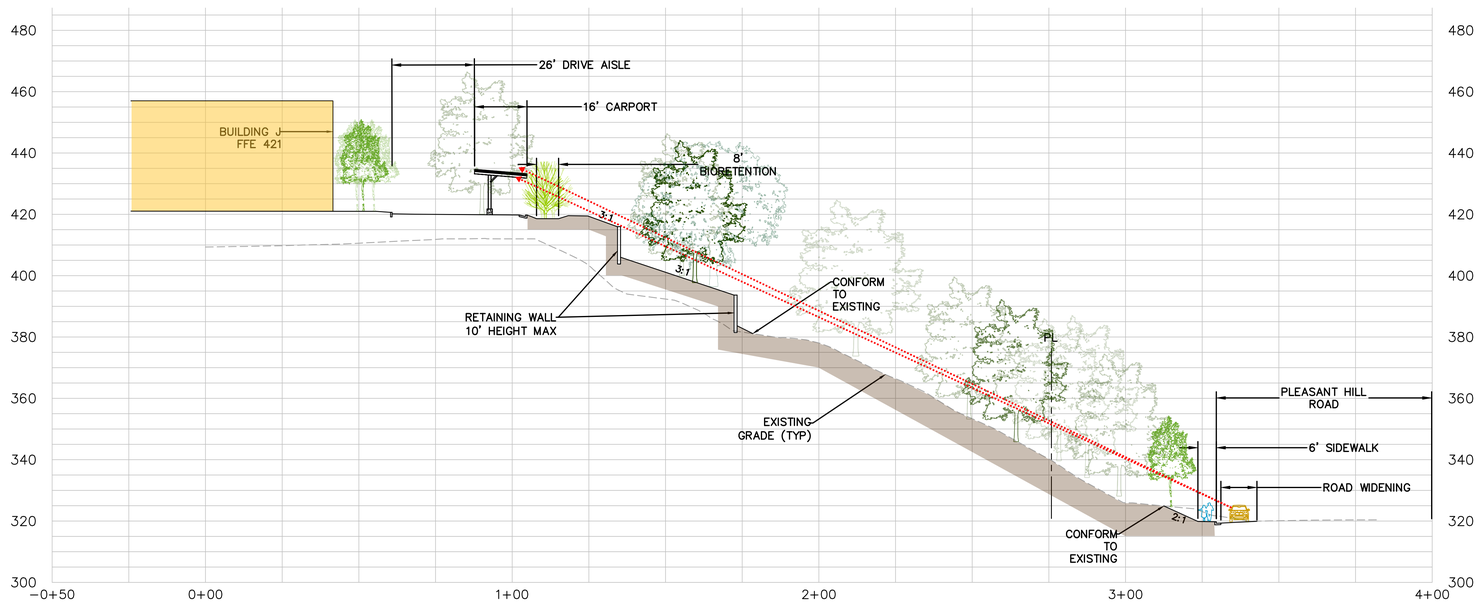
0 30' 60' 120'
0" 1/2" 1" 2"

WALL LAYOUT
OVERALL

2025-02-05_PERMIT RESUBMITTAL TO CCC

Attachment 2.c.


- Expand Dog Run Area
- Incorporate Planting Buffers
- Expand Seating Node
- Proposed Wall Layout
- Formalize Overlook Node
- Terrace Walls



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TERRACES OF LAFAYETTE

STREET ADDRESS
LAFAYETTE
CA

ISSUE:	DESCRIPTION:	DATE:
A	PERMIT SUBMITTAL	05/15/2024
A	PERMIT RESUBMITTAL	08/15/2024
B	PERMIT RESUBMITTAL TO CCC	02/05/2025

2025-02-05_PERMIT RESUBMITTAL TO CCC

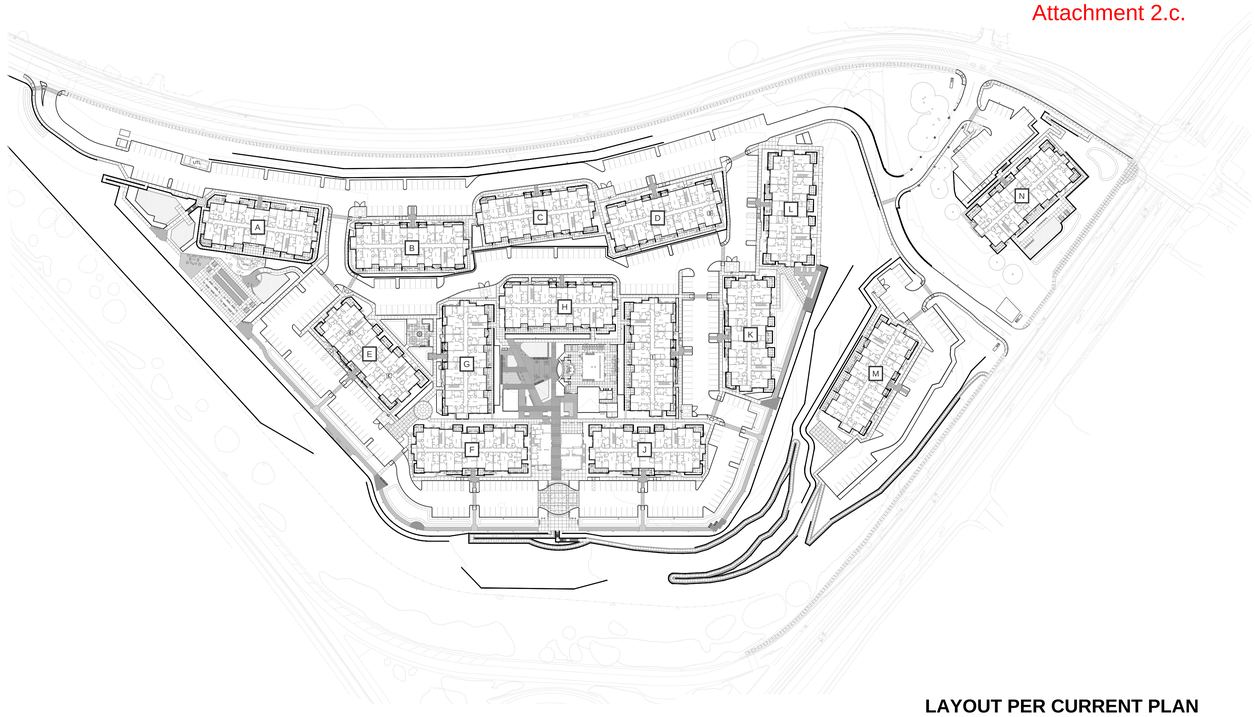
REGISTERED LANDSCAPE ARCHITECT · STATE OF CALIFORNIA
6/30/2026
2/5/2025
LA

PROJECT NUMBER:	P6179
DRAWN:	MF, TZ
CHECK:	KC
DATE:	02/052025
SCALE:	1"=60'-0"

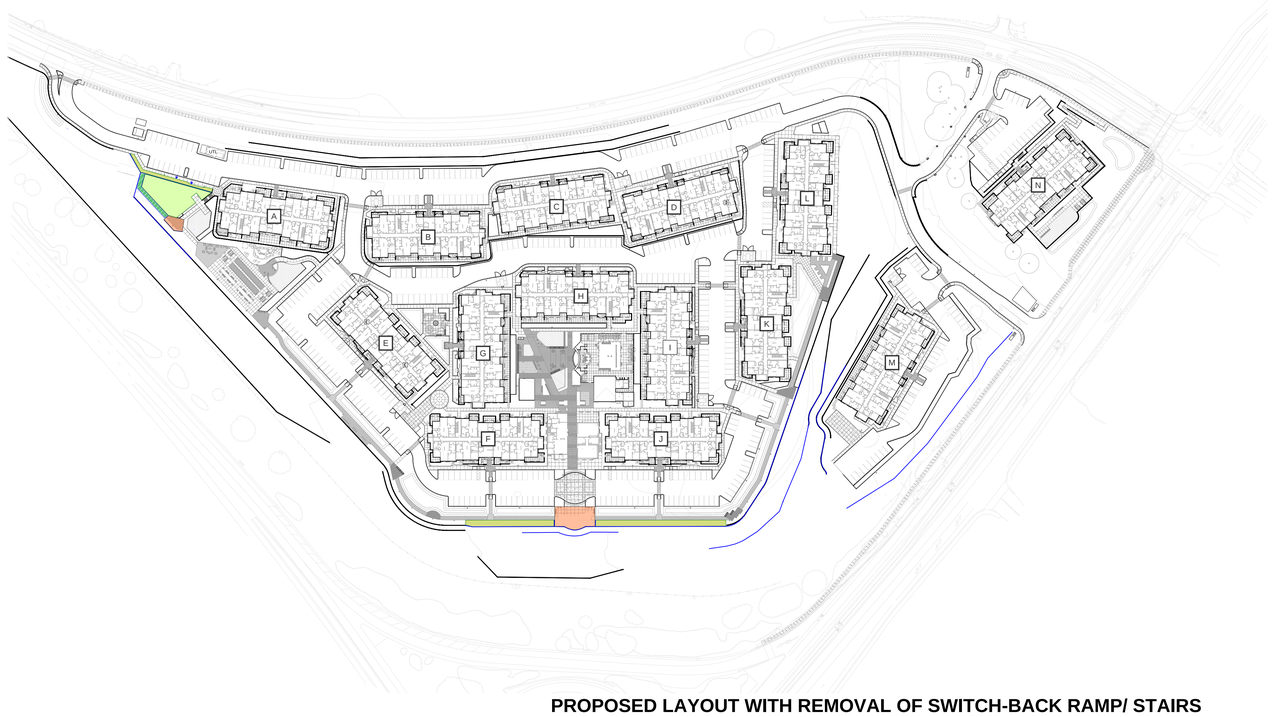
0 30' 60' 120'

WALL LAYOUT
OVERALL

Attachment 2.c.



LAYOUT PER CURRENT PLAN

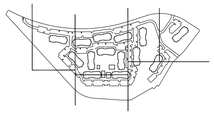


PROPOSED LAYOUT WITH REMOVAL OF SWITCH-BACK RAMP/ STAIRS

GATES
+ASSOCIATES
LANDSCAPE ARCHITECTURE
LAND PLANNING · URBAN DESIGN
1655 N. MAIN ST. STE 365, WALNUT CREEK, CA 94596
T 925.736.8176 www. dgates.com

TERRACES OF LAFAYETTE

STREET ADDRESS
LAFAYETTE
CA



ISSUE:	DESCRIPTION:	DATE:
	PERMIT SUBMITTAL	05/15/2024
A	PERMIT RESUBMITTAL	08/15/2024
B	PERMIT RESUBMITTAL	02/05/2025
	TO CCC	

REGISTERED LANDSCAPE ARCHITECT
DAVID GATES
6/30/2026
2/5/2025
L.A.
STATE OF CALIFORNIA

PROJECT NUMBER:	P6179
DRAWN:	MF, TZ
CHECK:	KC
DATE:	02/052025
SCALE:	

WALL LAYOUT
OVERALL

Attachment 2.d.

CLUBHOUSE, FITNESS, STUDIO & POOL

ACCESSIBLE PARKING

PROPOSED ACCESSIBLE PATH TO BE REMOVED

S.E.D. FOR ADDITIONAL EV AND CONDUIT INFORMATION

SITE PLAN | SCALE: 1" = 60'-0" | 1

SYMBOL LEGEND

H	ACCESSIBLE PARKING STALL
E	EV PARKING STALL
R	EV-READY PARKING STALL
	ACCESSIBLE ROUTE
*	FIRE DEPARTMENT ACCESS
	BUILDING ENTRANCE
	KNOXBOX
A	BUILDING TAG
	BUILDING PROPERTY LINE

SHEET NOTES

1. THE INFORMATION REGARDING THE EXISITNG CONDITIONS AND FEATURES SHOWN HEREIN ARE TAKEN FROM THE BEST AVAILABLE DATA AND SOURCES. HOWEVER THE INFORMATION IS NOT GUARANTEED. THE CONTRACTOR SHALL CONFIRM THE ACCURACY THEREOF.
2. PROPERTY LINES, EASEMENTS & EXISTING BUILDINGS SHOWN ON THIS SITE PLAN ARE BASED UPON INFORMATION SUPPLIED BY OTHERS, SCD.
3. CONFIRM EXACT LOCATION OF EASEMENTS, SCD
4. PRIOR TO POURING FOUNDATION, CONTRACTOR SHALL VERIFY LOCATION OF ALL UNDER-SLAB PIPING, SLEEVES, OR CONDUITS REQ'D BY ANY CONSULTANT OR VENDOR, INCLUDING BUT NOT LIMITED TO; CIVIL, PLUMBING, MECHANICAL, ELECTRICAL, LANDSCAPE, ELEVATOR, ALARM SYSTEMS, CABLE T.V. & COMMUNICATIONS.
5. SITE LAYOUT, DIMENSIONS, & UTILITIES ARE SHOWN O THIS SHEET FOR REFERENCE ONLY. REFER TO CIVIL DRAWINGS FOR HORIZONTAL CONTROL, SITE UTILITIES, ROUGH GRADE ELEVATIONS, AND FINISH FLOOR ELEVATIONS.
6. REFER TO LANDSCAPE DRAWINGS FOR FINE GRADING PAVING, IRRIGATION, AND PLANTING REQUIREMENTS.
7. REFER TO CIVIL AND LANDSCAPE DWGS FOR RETAINING WALL, PROPERTY LINE WALL AND FENCE CONSTRUCTION INCLUDING FOOTING AND TOP OF WALL ELEVATIONS.
8. REFER TO CIVIL AND LANDSCAPE DWGS FOR SITE ACCESSIBILITY INCLUDING SITE STAIRS, SITE RAMPS, TRUNCATED DOMES AND SITE PARKING ACCESSIBILITY SIGNAGE.
9. REFER TO JOINT TRENCH DRAWINGS FOR SITE ELECTRICAL SERVICE AND STREET LIGHTING.
10. REFER TO ELECTRICAL DRAWINGS FOR SITE LIGHTING.
11. PROVIDE WALKS AND SIDEWALKS WITH A CONTINUOUS COMMON, SLIP-RESISTANT SURFACE NOT INTERRUPTED BY STEPS OR ABRUPT CHANGES IN LEVEL.
12. PROVIDE CONC. CURBS & GUTTERS, STRIPING & TRAFFIC MARKINGS AND TRAFFIC SIGNAGE PER CIVIL DRAWINGS.
13. REFER TO UTILITY / JOINT TRENCH, AND PLUMBING DRAWINGS FOR GAS METERS.
14. FOR ADDITIONAL FIRE SERVICE AND MAIN INFORMATION SEE REFERENCE DRAWINGS BY DESIGN BUILD FIRE SPRINKLER CONTRACTOR.
15. SEE SHEET A0-02 FOR PARKING SUMMARY.
16. PROVIDE BLUE REFLECTOR AT STREET FIRE HYDRANTS - SCD
17. FOR BICYCLE PARKING SUMMARY SEE SHEET A0-02. CLASS I SPACES, FULLY ENCLOSED, ARE PROVIDED FOR RESIDENTIAL USERS
18. FOR TRASH ENCLOSURE SEE SHEETS: 1 / A6-10 AND 1 / A6-11
19. PROVIDE AND COORDINATE THE INSTALLATION OF SCREENING FOR ALL FIRE DEPARTMENT EQUIPMENT AS REQUIRED BY CONTRA COSTA COUNTY PLANNING AND FIRE DEPARTMENTS. BACKFLOW ENCLOSURE BY STRONG BOX. COLD ROLLED STEEL, EXPANDED METAL VANDAL RESISTANT POWDER COAT FINISH, HINGED FOR EASY ACCESS, W/ PADLOCK OR EQUAL.
20. SLD FOR LADDER PAD LOCATIONS.
21. FOR SITE ACCESSIBILITY NOTES SEE: 4 / A9-00 AND 1 / A9-00.1
22. THE ACCESSIBLE ROUTE OF TRAVEL AS INDICATED ON PLAN IS A BARRIER-FREE ACCESS ROUTE WITHOUT ANY ABRUPT LEVEL CHANGES EXCEEDING 1/2" IF BEVELED AT 1:2 MAX SLOPE, OR VERTICAL LEVEL CHANGES NOT EXCEEDING 1/4" MAX AND AT LEAST 48" IN WIDTH.

ktgy

Architecture | Branding | Interiors | Planning

1814 Franklin Street
Suite 400
Oakland, CA 94612
ktgy.com
510.272.2910

ktgy Project Number	190489
Contact	Fausto Teran
Email	fteran@ktgy.com
Principal	Jessica Musick
Designer	Edward Kim

Developer

O'Brien Land Company, LLC
3130 La Selva Street
Suite 101
San Mateo, CA 94403
(650) 377-0300

Terraces of Lafayette

3233 Deer Hill Road, Lafayette CA

No.	DATE	DESCRIPTION
	05/15/2024	PERMIT SUBMITTAL
A	08/15/2024	PERMIT RESUBMITTAL
B	02/05/2025	PERMIT RESUBMITTAL TO CCC

Client is responsible for notifying architect in writing for any discovered errors or omissions in the plans and specifications during construction of the project. Failure for Client to notify Architect of any known errors or omissions in the plans or specifications, and proceeding with constructing the portion of work shown in the plans or specifications containing known errors or omissions shall be a waiver by Client for any liability of Architect for such known errors or omissions. Client releases Architect for any liability for such portions of work, and Architect shall not be liable for any delay damages, change orders, repair costs, removal or demolition costs, or replacement of any such portions of work.

07/18/23

SITE PLAN

A1-00

Printed: 3/12/2025 2:50:47 PM
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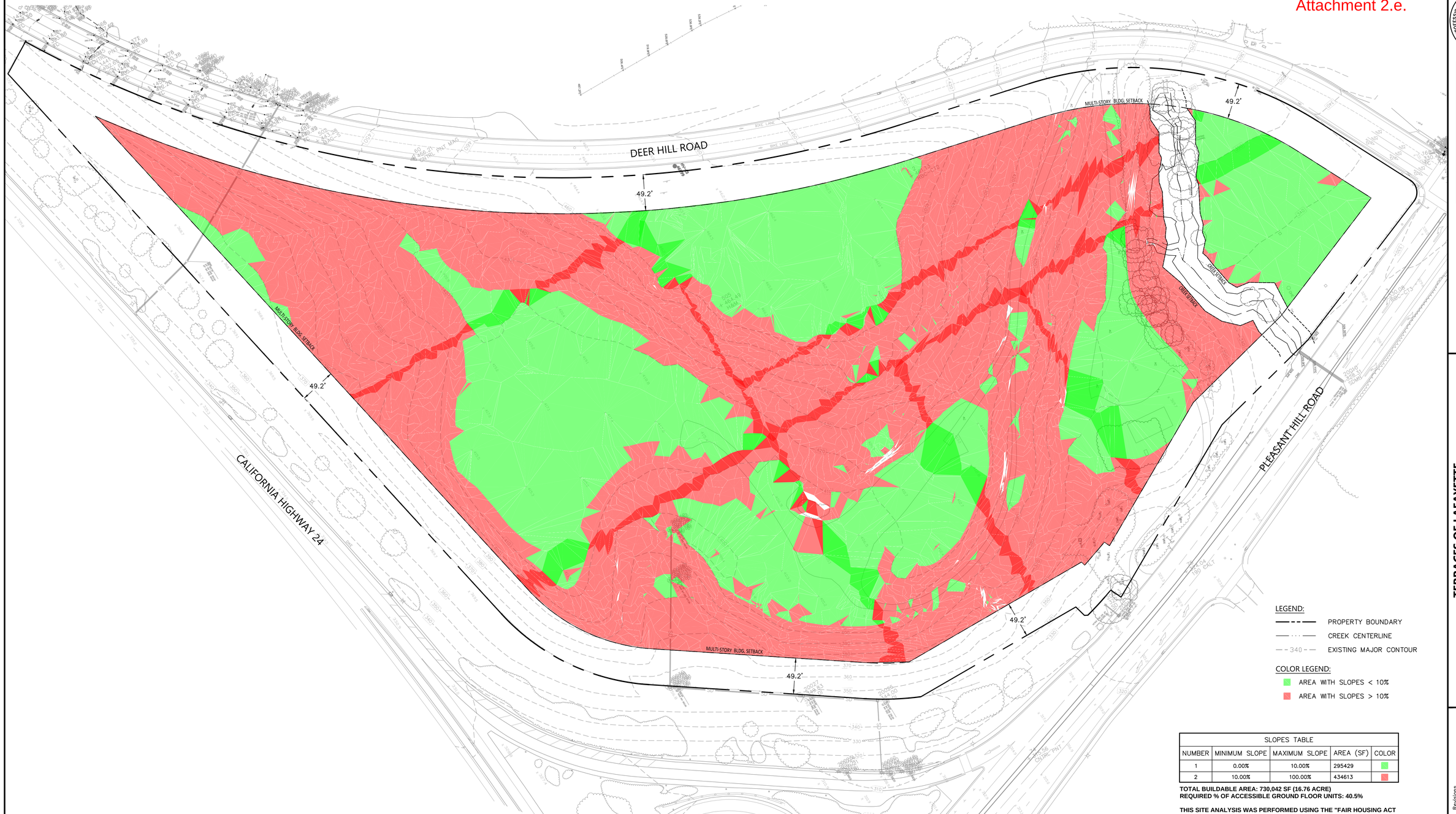
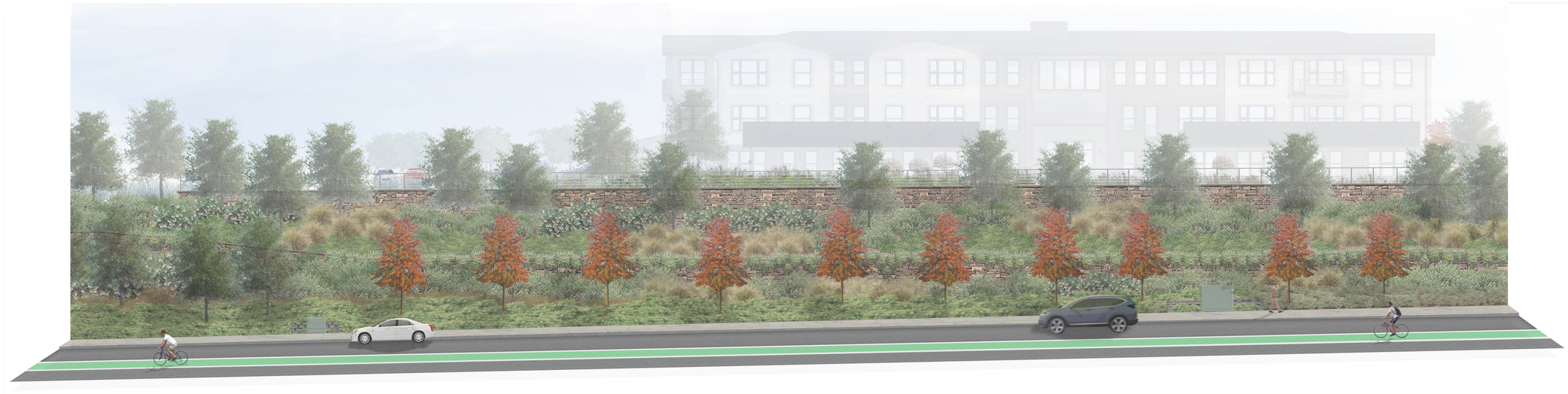
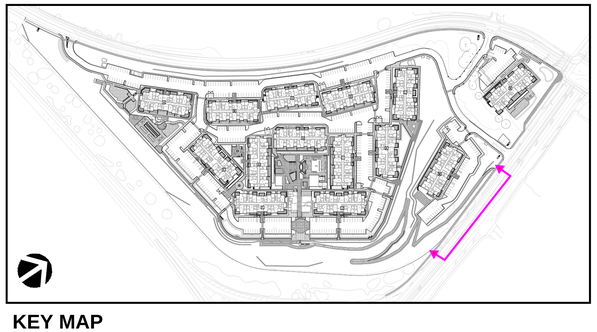
Attachment 2.e.


DEER HILL ROAD
CALIFORNIA HIGHWAY 24
PLEASANT HILL ROAD
MULTI-STORY BLDG. SETBACK
CREEK SETBACK
49.2'
49.2'
49.2'
49.2'
49.2'
MULTI-STORY BLDG. SETBACK
MULTI-STORY BLDG. SETBACK
CREEK SETBACK
BIKE LANE
BIKE LANE
CENTRE PNT
CENTRE PNT
CENTRE PNT

VIEW ALONG PLEASANT HILL ROAD PER CURRENT PLAN



VIEW ALONG PLEASANT HILL ROAD WITH REMOVAL OF SWITCH-BACK RAMP/ STAIRS



KEY MAP

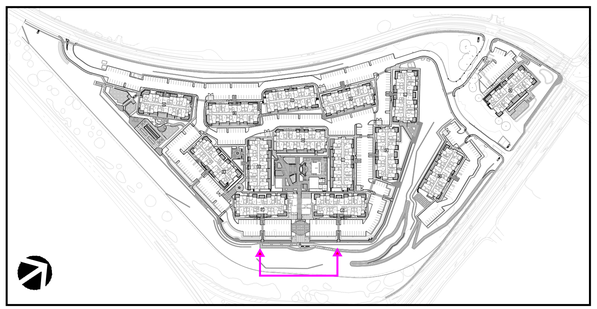
Attachment 2.f.

VIEW TO OVERLOOK/ CLUBHOUSE PER CURRENT PLAN

SECTION ELEVATION
SCALE: 1" = 16' - 0"

VIEW TO OVERLOOK/ CLUBHOUSE WITH REMOVAL OF SWITCH-BACK RAMP/ STAIRS

SECTION ELEVATION
SCALE: 1" = 16' - 0"



KEY MAP

Attachment 2.g.

ASSIGNED:	# UNITS	# CARPORTS	# H *	# H-VAN *	# EV INSTALLED	USPS
BLDG A	18	18			8	
BLDG B	27	28	1		10	
BLDG C	27	27			10	
BLDG D	27	28	1		10	
BLDG E	18	20	2		8	
BLDG F	18	19	1		8	
BLDG G	27	27			10	
BLDG H	27	27			10	
BLDG I	27	28	1		10	
BLDG J	18	19	1		8	
BLDG K	18	18			8	
BLDG L	18	19	1		8	
BLDG M	27	29	2		10	
BLDG N	18	21	2	1	8	
CLUBHOUSE						1
TOTAL	315	328	12	1	126	1

UNASSIGNED:		33	7	2	26	

GRAND TOTALS:	315	361	19	3	152	1

* COVERED HANDICAP SPACES NOT CONSIDERED IN COUNT FOR 1 PARKING SPACE PER UNIT

PARKING LAYOUT LEGEND:

- BUILDING COLOR — ASSIGNED RESIDENTIAL PARKING
- 328 CURRENT CARPORT/COVERED PARKING
- 33 POTENTIAL ADDITIONAL CARPORT

SCALE: 1" = 60'-0"

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LIGHTING DESIGN | ELECTRICAL ENGINEERING
27201 Calle Juanita
Dana Point, CA 92624
Ph. 949.201.1333
candelaengineering.com

Project# Y3-062

REGISTERED PROFESSIONAL ENGINEER
BRIAN RICHARD OWSLEY
NO. 20627
EXP. 03/31/26
ELECTRICAL
STATE OF CALIFORNIA

Developer

O'BRIEN LAND COMPANY LLC
3130 LA CELVA STREET
SUITE 101
SAN MATEO, CA 94403
(650) 377-0300

TERRACES OF LAFAYETTE

LAFAYETTE, CA

No.	Date	Description
	5/15/2024	1ST AHJ SUBMITTAL

It is the clients responsibility prior to or during construction to notify the architect in writing of any perceived errors or omissions in the plans and specifications of which a contractor thoroughly knowledgeable with the building codes and methods of construction should reasonably be aware. Written instructions addressing such perceived errors or omissions shall be received from the architect prior to the client or clients subcontractors proceeding with the work. The client will be responsible for any defects in construction if these procedures are not followed.

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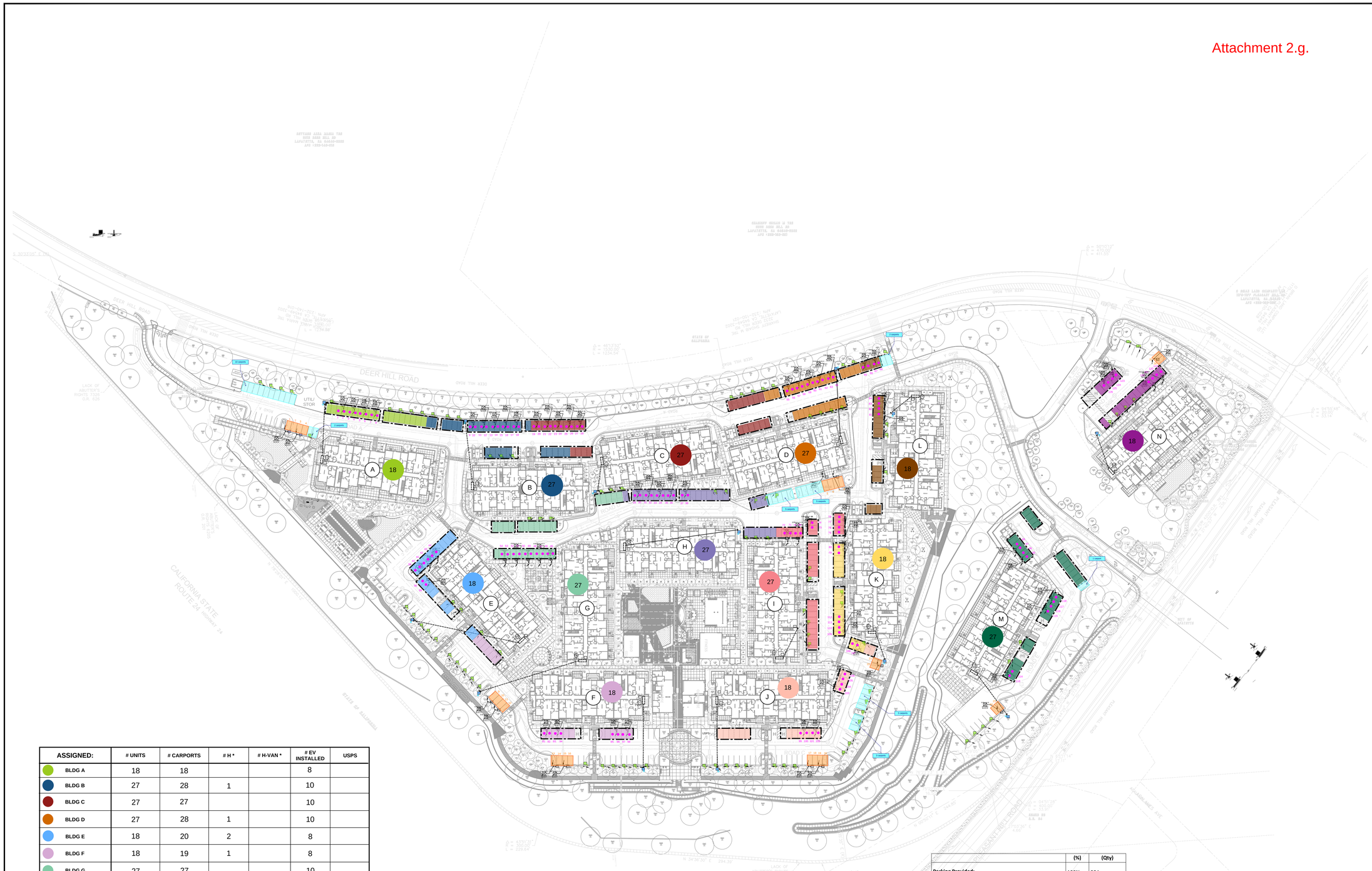
OVERALL EV SITE PLAN

EV-10

Attachment 2.g.



ASSIGNED:	# UNITS	# CARPORTS	# H *	# H-VAN *	# EV INSTALLED	USPS
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BLDG C	27	27			10	
BLDG D	27	28	1		10	
BLDG E	18	20	2		8	
BLDG F	18	19	1		8	
BLDG G	27	27			10	
BLDG H	27	27			10	
BLDG I	27	28	1		10	
BLDG J	18	19	1		8	
BLDG K	18	18			8	
BLDG L	18	19	1		8	
BLDG M	27	29	2		10	
BLDG N	18	21	2	1	8	
CLUBHOUSE						1
TOTAL	315	328	12	1	126	1
UNASSIGNED:		33	7	2	26	
GRAND TOTALS:	315	361	19	3	152	1

* COVERED HANDICAP SPACES NOT CONSIDERED IN COUNT FOR 1 PARKING SPACE PER UNIT

PARKING LAYOUT LEGEND:

BUILDING COLOR — ASSIGNED RESIDENTIAL PARKING

328 CURRENT CARPORT/COVERED PARKING

33 POTENTIAL ADDITIONAL CARPORT

	(%)	(Qty)
Parking Provided:	100%	504
Calgreen Requirements		
Installed EVCS:	5%	26
EV Capable:	10%	51
EV Ready:	25%	126
City COAs Requirements		
Installed EVCS:		56
Installed Infrastructure:	80%	404
Contractor to provide		
Installed EVCS (Level 2 - 40A/2P):		26
Installed EV Ready (Low Power Level 2 - 20A/2P):		126
EV Capable (Conduit Only):		51
Backbone conduit:		201
TOTAL EV FACILITES	**80%**	**404**

EV CHARGER COMPLIANCE SUMMARY:

- **CONTRACTOR TO SUPPLY AND INSTALL 40A LEVEL 2 EV CHARGERS (EVCS) SERVING (26) SPACES**
  REFER TO KEYNOTE "1EV" AND "2EV" ON EV SITE PLAN
- **CONTRACTOR TO SUPPLY AND INSTALL INFRASTRUCTURE FOR (51) EV CAPABLE SPACES**
  REFER TO KEYNOTE #2 ON EV SITE PLAN. EACH 3" CONDUIT IS CAPABLE OF SUPPORTING (2) EV CAPABLE SPACES (EACH KEYNOTE #2 IDENTIFIES (2) 3" CONDUITS, THUS (4) EV CAPABLE SPACES CAN BE SUPPORTED BY EACH KEYNOTE #2)
- **CONTRACTOR TO SUPPLY AND INSTALL (126) 20A LOW POWER LEVEL 2 EV CHARGERS**
  TO SATISFY CALGREEN "EV READY" REQUIREMENTS AND CITY "INSTALLED EV" REQUIREMENTS. WALLBOX "PULSAR PLUS" WITH PEDESTAL MOUNTING.
  REFER TO KEYNOTE "EVR" AND "EVR X2" ON EV SITE PLAN
- **CONTRACTOR TO SUPPLY AND INSTALL BACKBONE INFRASTRUCTURE FOR (201) FUTURE EV**
  PROVIDE (2) 3" CONDUITS PER ELECTRICAL SERVICE TO PLANTING AREA INDICATED FOR FUTURE EV CHARGING EQUIPMENT AND DISTRIBUTION.
  REFER TO KEYNOTE #3 ON EV SITE PLAN

CONTRACTOR ADD ALT REQUEST:

PROVIDE ADD ALT PRICING TO INSTALL (101) 1" CONDUITS AND PULL ROPES FOR FUTURE EV CHARGERS SEE KEYNOTE #3 ON EV SITE PLAN

= **26 INSTALLED EV** 40AMP LEVEL 2 CHARGERS, FOR GUESTS

= **126 INSTALLED EV READY**, 20AMP LOW POWER LEVEL2 CHARGERS, FOR RESIDENTS

2 x13 x2 = 26 STUB OUT CONDUIT FOR FUTURE EV SERVICE EQUIPMENT x2 CHARGERS PER CONDUIT **= 52 EV CAPABLE**

1 x101 = 101 FUTURE EV CONDUIT; EACH CONDUIT SERVES 2 CARPORTS **= 202 FUTURE EV**

SCALE: 1" = 60'-0"

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TERRACES OF LAFAYETTE

LAFAYETTE, CA

No.	Date	Description
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OVERALL EV SITE PLAN

EV-10